

Amendments to the Claims:

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The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Original) A wheel condition monitoring system having a transmitter which is installed on an individual rotatable wheel to transmit a condition of the wheel and a receiver which is installed on the vehicle body side to receive the condition of the wheel sent from said transmitter, wherein the rotation speed of the wheel is detected, and data indicating the condition of the wheel are sent from said transmitter to said receiver at intervals in accordance with the detected rotation speed of wheel.
2. (Original) The wheel condition monitoring system according to claim 1, wherein when said receiver receives a plurality of pieces of data sent from said transmitter installed on each of a plurality of wheels, first data transmission from said transmitter is performed after each waiting time set for each transmitter has elapsed.
3. (Currently Amended) The wheel condition monitoring system according to claim 1 ~~or~~ 2, wherein said transmitter is provided with an acceleration sensor, and the rotation speed of wheel is determined from the measurement value of said acceleration sensor.
4. (Original) The wheel condition monitoring system according to claim 3, wherein a transmission interval counter is provided; and a transmission interval corresponding to acceleration determined by said acceleration sensor is set in said transmission interval counter, the transmission interval is counted until the set transmission interval value becomes zero, and transmission is performed at the time when said value becomes zero, by which transmission is achieved at intervals in accordance with the rotation speed of wheel.

5. (Currently Amended) The wheel condition monitoring system according to ~~any one of claims 1 to 4~~, wherein a transmission number counter is provided; and the number of times of transmission, which has been determined in advance, is set in said transmission number counter, the number of times of transmission is counted until the set number of times of transmission becomes zero, and transmission is finished at the time when the number of times of transmission becomes zero.

6. (Original) A wheel condition monitoring system having a transmitter which is installed on an individual rotatable wheel to transmit a condition of the wheel and a receiver which is installed on the vehicle body side to receive the condition of the wheel sent from said transmitter, wherein data that indicate the condition of wheel are sent a predetermined number of times at a transmission interval of a first cycle that assumes a high speed range, and also data transmission of a predetermined number of times at the transmission interval of the first cycle is repeated a predetermined number of times at a transmission interval of a second cycle that assumes a low speed range and is longer than the first cycle.

7. (Original) The wheel condition monitoring system according to claim 6, wherein when said receiver receives a plurality of pieces of data sent from said transmitter installed on each of a plurality of wheels, first data transmission from said transmitter is performed after each waiting time set for each transmitter has elapsed.

8. (Currently Amended) The wheel condition monitoring system according to claim 6 ~~or 7~~, wherein said system is configured so that in the case where the number of times of transmission in the first cycle is 2 or more, the first transmission interval in the first cycle is not the same as the second transmission interval in the first cycle.

9. (Currently Amended) The wheel condition monitoring system according to ~~any one of claims 6 to 8~~, wherein said system is configured so that in the case where the number of times of transmission in the second cycle is 2 or more, the first transmission

interval in the second cycle is not the same as the second transmission interval in the second cycle.

10. (New) The wheel condition monitoring system according to claim 2, wherein said transmitter is provided with an acceleration sensor, and the rotation speed of wheel is determined from the measurement value of said acceleration sensor.

11. (New) The wheel condition monitoring system according to claim 2, wherein a transmission number counter is provided; and the number of times of transmission, which has been determined in advance, is set in said transmission number counter, the number of times of transmission is counted until the set number of times of transmission becomes zero, and transmission is finished at the time when the number of times of transmission becomes zero.

12. (New) The wheel condition monitoring system according to claim 3, wherein a transmission number counter is provided; and the number of times of transmission, which has been determined in advance, is set in said transmission number counter, the number of times of transmission is counted until the set number of times of transmission becomes zero, and transmission is finished at the time when the number of times of transmission becomes zero.

13. (New) The wheel condition monitoring system according to claim 4, wherein a transmission number counter is provided; and the number of times of transmission, which has been determined in advance, is set in said transmission number counter, the number of times of transmission is counted until the set number of times of transmission becomes zero, and transmission is finished at the time when the number of times of transmission becomes zero.

14. (New) The wheel condition monitoring system according to claim 7, wherein said system is configured so that in the case where the number of times of transmission in the first cycle is 2 or more, the first transmission interval in the first cycle is not the same as the second transmission interval in the first cycle.

15. (New) The wheel condition monitoring system according to claim 7, wherein said system is configured so that in the case where the number of times of transmission in the second cycle is 2 or more, the first transmission interval in the second cycle is not the same as the second transmission interval in the second cycle.

16. (New) The wheel condition monitoring system according to claim 8, wherein said system is configured so that in the case where the number of times of transmission in the second cycle is 2 or more, the first transmission interval in the second cycle is not the same as the second transmission interval in the second cycle.